

WASHINGTON, D.C. - On Thursday, June 5th the District Department of Transportation (DDOT), Metropolitan Council of Governments (MCOG), Our Nation's Capital (ONC) and the Greater Washington Board of Trade (BOT) met with Senator Benjamin Cardin (MD), Majority Leader Steny Hoyer (MD) and Congressman Tom Davis (VA), along with transportation secretaries John Porcari and Pierce Homer, from Maryland and Virginia respectively, DDOT Director Emeka Moneme and Metro General Manager John Catoe, to discuss transit and infrastructure concerns throughout the region as well as immediate and future federal funding needs.

The three federal representatives presented impassioned speeches focusing on regional transportation priorities including infrastructure, dedicated funding needs for Metro and the Lieberman-Warner Climate Security Act (S. 3036) co-sponsored by Senator Cardin.

Majority Leader Hoyer cited recent successes on the Woodrow Wilson and Frederick Douglass Memorial Bridges stating, "We must redouble our efforts to reduce congestion, bolster public transit and ensure that our transportation infrastructure is safe, reliable and effective. If we do not take steps to mitigate the current gridlock, we risk stunting our region's economic growth and prosperity."

"I am especially proud of a section of the bill I authored that will direct about \$171B, over the life of the bill, to states and localities for public transportation nationwide," **said Senator Benjamin Cardin.**

"About two-thirds of this money will go to support existing systems like Washington Metro, MARC and MTA, while about 30 percent will help develop new lines that will take more and more cars off our roads, cut dangerous emissions, ease congestion, and reduce our dependence on foreign energy sources like OPEC. Public transit systems are especially vital to the economic and environmental health of the National Capital Region and the state of Maryland."

Much discussion was focused on the WMATA Authorization (H.R. 401) and the obvious need for dedicated Metro funding for the region. "The needs for repair and infrastructure maintenance on Metro are obvious and we must continue to work towards the means by which to make this important funding a reality," **stated Congressman Tom Davis.** Unlike other major transit systems in the country Metro lacks a dedicated funding stream. This critical legislation would authorize \$1.5 billion federal match for Metro capital improvements and maintenance over the next decade and require matching dedicated funds from the local jurisdictions.

Stated Hoyer, "Passing this legislation remains a priority for me and other area members; however, it is facing stiff procedural obstacles and misguided, conservative opposition. I intend to continue working behind the scenes with my colleagues to secure its passage, but we must build greater bipartisan support."

The region's leaders agreed to continue to work together to address and identify funding for the various infrastructure and transportation needs throughout the region.

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